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CENTRAL INTELLIGENCE AGENCY

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COUNTRY Hungary

REPORT

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SUBJECT Highways and Railroads

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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Extremely marginal information is given on the following: (1) The Budapest-Vienna highway, the Budapest-Kecskemét highway and the Budapest-Nagykanizsa main highway; (2) The Budapest-Miskolc railroad line, the Budapest-Nagykanizsa railroad line, and the Budapest-Vienna railroad line.

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28 December 1956

MISCELLANEOUS HIGHWAY AND RAILROAD INFORMATION IN HUNGARY

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Summary: This report gives [redacted] marginal data on Hungarian rail-
roads and highways. [redacted]

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MISCELLANEOUS HIGHWAY AND RAILROAD INFORMATION IN HUNGARY

A. HIGHWAYS

the highways mentioned below were six meters wide, of concrete construction, with drainage ditches one to 1.2 meters wide on each side. These roads were built on clay soil. Traffic of all types was heavy on these roads.

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1. BUDAPEST-VIENNA Highway

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This highway passed through the towns of DOROG (N47-43,E18-44), KOMAROM (N47-45,E18-06), GYOR (N47-41,E17-38) and MOSONMAGYARÓVAR (N47-52,E17-17).

a first class highway and part of the international highway network. The terrain was generally level along it. It had gravelled shoulders and several sharp curves. It was repaired in several places in the spring of 1956.

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2. BUDAPEST-KECSKEMET (N46-54,E19-41) Highway

This highway passed through the towns of ALSONEMEDI (N47-18,E19-10), SARI (N47-12,E19-16), ORKENY (N47-07,E19-26), TABORFALVA (no coordinates listed) and LAJOSMIZSE (N47-01, E19-32). The terrain was fairly level throughout. This highway had no sharp curves. It had shoulders of earth overgrown with grass and were one-half meter to one meter wide.

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3. BUDAPEST-NAGYKANIZSA (N46-27,E16-59) Main Highway

This highway connected the following towns with BUDAPEST: SZÉKESFEHÉRVÁR (N47-12,E18-25), POLGARDI (N47-03,E18-17), SIÓFOK (N46-54,E18-03), KÖRÖSHEGY (N45-49, E17-54) BALATONBOGLÁR (46-46,E17-40) and NAGYKANIZSA. This highway, one of the two main highways connecting the capital with the Balaton resort area, had dirt shoulders approximately one-half meter wide. The terrain along it was grassy and hilly. There were several bridges on this highway, most of them over small brooks and several sharp curves. A very dangerous curve was located near a forest called Kamaraerdő, between BUDAÖRS (N47-27,E18-58) and NAGYTETENY (coordinates not listed).

B. RAILROADS

The three railroad lines described below had two sets of standard gauge tracks and standard signal systems. He estimated that there were 10 to 12 cars per train. the proficiency of working personnel seemed high.

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1. BUDAPEST-MISKOLC (N48-06,E20-47) Railroad Line

This line connecting GÖDÖLLŐ (N47-36,E19-21), HATVAN (N47-40,E19-41), FÜZESABONY (N47-45,E20-25) and MISKOLC with BUDAPEST, was not electrified.

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Only steam engines operated on it. Two of the most common types observed were the 4.24 and the 4.11 heavy steam engines. Other engines, mostly light, were also used.

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2. BUDAPEST-NAGYKANIZSA (N46-27,E16-59) Railroad Line

This line connected the following cities with BUDAPEST: SZÉKESFEHÉRVÁR (N47-12,E18-25), SIÓFOK (N46-54,E18-03) and NAGYKANIZSA. There was no electrification on this line² and only steam engines were used on it.

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3. Railroad Line BUDAPEST-VIENNA

This line connected the following cities with the capital: TATABÁNYA (N47-33,E18-26), KOMÁROM (N47-45,E18-06), GYŐR (N47-41,E17-38) and HEGYESHALOM (N47-55,E17-10). This whole line was electrified although both steam engines and unidentified Diesel engines were also used on it.

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